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THE ROYAL STEAM RIDING GALLERY  
WEST POINT.  
OPEN EVERY EVENING  
7 P.M. to 10 P.M.  
EXHIBITORY EXERCISE.  
Has a fascination for Old and Young; every person should try it.  
Hongkong, 7th August, 1897. 1818

DAKIN, GRIECKSHAW & CO. LTD.  
IN LIQUIDATION.

FINAL DISTRIBUTION OF THE COMPANY'S ASSETS

NOTICE is hereby given that the Liquidation of the above COMPANY having been completed, the Liquidators will distribute the surplus Assets of the COMPANY amongst the Shareholders in the proportion of 75 cents to the dollar.

Upon presentation of Statement to the Liquidator for cancellation at his Office on or before 1st August instant each Shareholder will receive an Order on the HONGKONG AND SWINGAZ BANKING CORPORATION in full settlement of his Claims against the Company.

Dated in Hongkong this 9th day of August, 1897.

F. MINTAIL  
Liquidator  
Dakin, Grieckshaw & Co. Ltd.  
Victoria Building, 5 Queen's Road Central  
1818

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAJA

THE Company's Steamship.

"AMARA"  
Captain W. E. Kent will be despatched as above TO-DAY, the 7th inst., at NOON, instead of a previously advertised.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers  
Hongkong, 6th August, 1897. 1818

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW  
THE Company's Steamship.

"WAMOA"  
Captain Hall will be despatched for the above ports on MONDAY, the 9th inst., at NOON.

For Freight or Passage, apply to  
DOUGLAS LAPEAK & CO.,  
General Managers  
Hongkong, 6th August, 1897. 1818

THE CHINA AND MANILA STEAM SHIP COMPANY, LIMITED.

FOR MANILA (DIRECT),  
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"ESMERALDA"  
Captain Taylor will be despatched for the above port on MONDAY, the 9th inst., at 10 A.M.

This ship has Superior accommodation for Passengers and fitted with the Electric Light.

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Hongkong, 6th August, 1897. 1818

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO  
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"THALAS"  
Captain Douglas will be despatched for the above ports on TUESDAY, the 10th inst., at NOON.

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"SHELL" LINE OF STEAMERS.

FOR LONDON  
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"EUPLECTILA"  
Captain Morris will be despatched as above on FRIDAY, the 20th inst.

For Freight, apply to  
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Hongkong, 7th August, 1897. 1820

THE

EQUITABLE

LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

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OUTSTANDING ASSURANCES 100,000,000

NEW ASSURANCE WHILE TEN, 1897 25,000,000

Life Assurance is now within every man's reach at a nominal, or even the lowest rates, in other nominal, or according to the class of policy, similar return equal to the best of investments.

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NOEL'S SPOTTING BALLISTITE

Absolutely Smokeless and Water-repellent

THE BEST SPOTTING POWDER IN THE WORLD

PRICE OF 12 CENTS CAHTELDGES

Loaded with Gun Powder only, and 1/2 oz. of Gun

Primer Cases 85-83 37-40

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## INTIMATIONS

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Dealers in  
AMERICAN AND ITALIAN MARBLE  
AND HONGKONG GRANITE.  
CEMETERY MEMORIALS.  
Designs and Prices on application.  
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**A. S. WATSON & CO., LIMITED.**

**CHEMISTS BY APPOINTMENT.**  
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**MANUFACTURERS OF AERATED  
WATERS.**

**OUR AERATED WATER FACTORY** is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Parest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packing, and Expenses when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is  
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And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

**PURE AERATED WATER.**

**SODA WATER.**

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**LITHIA WATER.**

**SARSAPARILLA WATER.**

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**GINGEE ALE.**

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No Credit given for Bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

**A. S. WATSON & CO., LIMITED.**  
THE HONGKONG DISPENSARY.

Hongkong, 15th April, 1897. [22]

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43, QUEEN'S ROAD CENTRAL. Telephone No. 12.

**The Daily Press.**

HONGKONG, AUGUST 7th, 1897.

In the Consular reports for last year, as well as in the Customs reports, reference is made to the scarcity of copper cash in China and the high rate at which they now exchange with the dollar. From Mr. TRAYMAN's report on the trade of Chungking we learn that the scarcity has been very seriously felt at that port, and that an attempt, which the Consuls termed ill-advised, of the authorities to call in the small or debased coins which form about twenty-five per cent of the currency did not improve matters. Silver coinage and cash notes were introduced, some \$20,000 worth of the silver tokens produced at the Wuchang mint being brought to Chungking and placed for circulation, and Government notes of the face value of 1,000 cash being printed. "These latter are," Mr. TRAYMAN continues, "unfortunately not 1,000 cash notes in reality, because they are fixed to exchange at 8 mace of silver, which now only produce a little over 900 cash. Whether from pure conservatism or from distrust of their officials where money is concerned, the people have shown no inclination to make use either of the silver coins or of the notes, and cash continues tight. Meanwhile, an order has been placed with a foreign firm for the machinery for two mints, one to coin dollars of Chungking and one for cash at the provincial capital. It is to be hoped that the cash mint will turn out a smaller or cheaper coin than the existing one. So long as the metal produced by melting down 1,000 cash can be sold for more than that sum so long will good cash be scarce." Mr. W. H. HOLLAND, the Consul at Ichang says: "The fall in the purchasing power of silver has affected the market in Ichang as regards the exchange between silver and copper cash, though no doubt, the primary factor in this question was and still is the scarcity of cash." Here we have a partial illustration of the working of bimetallism, the metals concerned being silver and copper instead of gold and silver; but it cannot be taken as conclusive, in view of the confused condition of the currency in China and the imperfect application of the law of legal tender. So far as the illustration goes, it is not very favourable to the bimetallic theory, as the fall in the value of one metal tends to a depreciation of the coin of the other metal; but this does not prove that civilised States like those of Europe and America could not, by joint action, establish a legal ratio between the two precious metals, or for the matter of that, between silver and copper, if it were deemed desirable. There is no probability, however, of the States that have discarded silver retaining their steps, and now that the white metal has fallen so low China is confronted with a serious problem in the regulation of her currency.

silver dull the greater will be the movement to melt down the copper coin, and it appears impossible for the Chinese Government to maintain any fixed ratio between the two metals. But something will have to be done before very long. "Let us hope that something will not be of a nature to further depreciate silver."

The P. & O. steamer *Boundary* left Singapore for this port on the 6th inst. at 6 a.m.

A gambling license at 42, Stanley Street was granted by P. B. Gillies on Thursday night, the master and crew being arrested. The master was yesterday fined \$10 and the remand for 65 days.

The body of an able seaman named Frank Beckitt was found under the ferry wharf at Kowloon yesterday morning by a man named Charles Evans, an amateur of H.M.S. *Wessex*. The deceased had been missing since Wednesday night.

The news from Kuling is that all the figures have fled. With the crowd of foreigners roaming over the hills by day, the lights soon in nearly fifty houses by night, and the number of traps set, the poor things have not thought it good enough to stay. *Footwear Echo*.

The "Pirates of Pausa" was produced last night by Pollard's Juvenile Opera Company to a full house. The *Woolly Bear* and *The Little Duke* will sit out on the boards for the first time in Hongkong and there is bound to be the same enthusiasm Saturday night audience.

The Government and the Harbour Improvement Committee should abandon altogether the idea of getting private people to undertake this great work, and should carry it out entirely on Government account. I am sure that the project would ultimately yield a good income. In the reports on this subject written ten or eleven years ago by Sonner Lourdes, engineer, in conjunction with the Inspector de Fazenda, a financial statement was given showing that a Trust Fund of \$100,000 would be required to have the work done. The amount of the cost of the work was not given, but the amount of the shirts given to the men was 16,043 pieces of 40c. shirtings valued at \$21,776 and \$417,733 of Indian cotton yarn valued at \$161,357.

The same reason which prompted the merchants to apply for a loan, passes led them to take advantage of the outward pass system, which formerly it would not have been possible to do. The native traders, however, who it is said were also desired to benefit from the initiative under pass was insect wax, a valuable article on which the *likin* was raised up to nearly double the transit duty. The regulations governing the issue of outward passes are clearly defined by treaty, but it appears that the Central Government desires to take advantage of the outward pass system to the same extent as the *likin*. The *likin* was not used for the business represented by the merchants but was used for the response that they could be granted only under the new regulations. No authority to accept any such regulation having been received at the Consulate, a demand was made for the observance of treaty provisions, the alternative of reducing the *likin* by 50 per cent, or of making it a half-duty of nothing else, and some day that the power which has made it, and now preserves it, "that is quite true," he said, "what I mean is, that while the procession represented the British Empire—or at any rate it is to be hoped that it will—there is no one officer as of right of the *likin* to be an officer as of right of nothing else, and make it as easy for a soldier to resign after his first year as it is for an officer to obtain the pick of the half-skilled labour of the country. That would be ruinously expensive." It would be nothing of the kind.

We write on far better information than our own, when we say that the *likin* will be given up, and the *likin* will be given up.

"And why not?" asked the *likin* official.

"We do not expect to rule England as a naval power. We know you could crush us if you wanted to, but the *likin* is not a naval power."

"As Japanese, I am told, we have a much higher standard of living."

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"That is rather an ambitious programme, is it not?" I asked.

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of our working and orders. There will be few workers, and those who are left will be a mere skeleton, that even farmland would be unable to exceed; myriads of sparkling green on masts and yards—but one might keep on this glorious anticipation indefinitely, all I wanted to say was that with all this day-dreaming and sight-seeing, the inevitable grand-stone must obtrude itself sooner or later, and the whole scene of beauty and grandeur, the fish, lights and stars, the music, the ocean. But the quiet south is much too enviable to last and surely from it easily escape as I wish to get into a fresh paragraph.

#### BAND DOWN AND ITS DEALINGS.

To all the pretty little ports and towns towards the terrace of villas stretching across the coast part of the bay, one would not be inclined to associate the popular resort with desperate and lawless deeds, and yet the oldest inhabitants can recall the period when there was a regular traffic carried off illicitly between the coast and the port of Ningpo.

On the 10th inst. a small vessel, the "Glenburn" of 100 tons, was captured by the British

gunboat "Warden" and the crew was sent to prison.

He was a notorious character, and amongst a certain circle was understood to be in possession of information that would incriminate some of the people of the district who were never once suspected.

So leniently was he treated that he was allowed to remain for a week, and then sent to spend Sunday with his boon companions. Of course the secret was well kept, being known to very few, but on Monday morning the prisoner would regularly surrender himself, and duly serve his time in the anticipation of Sunday freedom.

To listen to the yarns of some of the men who have in their time participated in the desperate ventures of the "Glenburn" one would hardly be inclined to believe that the crew of the "Glenburn" had a secret, or indeed any secret, to be told.

A novel little financial trial was reported by Mr. Justice Lomax of the Macmillan Police court the other day. The manipulators of the trials are an Indian ice-cream vendor and a friend of the same nationality. The ice-cream man gets into trouble with the police and appears in court. But he is unable to speak English. He understands nothing, and can only shrug his shoulders and shake his head with a pathetic air of marvel. He is compelled to act as interpreter in the trials, however, and is paid a fee of 7s. 6d. The poor defendant, so helplessly ignorant of the language, gets off with the smallest of fines, and the difference between the fine and the fee represents the balance of profit on the transaction, which is divided between the two friends.

There is an interesting account in the now

and "Modern" Magazine of the Royal Engineers which is always in immediate attendance on the Queen at all State functions, and stood on duty round her carriage to the number of sixteen at the "Commemoration" Service outside St. Paul's. The corps, officially designated "Her Majesty's Bodyguard of the Honourable Corps of Gentlemen-at-Arms," is composed of forty-four officers of the Queen.

Royal Engineers was raised by King Edward VIII, and was styled "The King's Speech," being composed of his own immediate friends. From that day through many stormy and stirring scenes, the Gentlemen-at-Arms have always uninteruptedly carried out their duties in the immediate and nearest guard over the person of the sovereign on all State occasions and in time of war.

It is not only in dress and war material, says the "New and Military Record," that the British Army has undergone marked changes during the present reign. In the matter of training, both of officers and men, the whole system has been gradually revolutionised since 1837. When His Majesty came to the Throne the "Excellent" had only been established as a gunnery school for nearly years, and there was a rather general indifference to gunnery training.

Completely, however, the Royal Engineers, and very few indeed, could be passed through the course of gunnery, whereas now they have gunnery schools at three ports, and every able seaman has in this necessary branch of naval education.

There was, at the beginning of the reign, no training for officers, and rank of cadet had not been created, and gentlemen commonly joined the navy as first class volunteers. The naval volunteers, however, in the first year of His Majesty's reign, and began to undergo the education of the naval service. Instructors, like all non-commissioned officers of those days, held the rank of warrant officer, but were entitled to the rank of the wardroom with the lieutenants.

In 1837, too, engineers were first ranked as warrant officers, and received pay at the maximum of ten shillings a day. The standard of that day consisted of men, mostly of which were simply armed with pikes, and the position of the engineer was almost that of a mechanic, rather than an officer.

Everyone knows how hardly the modern engineer officer has had to struggle to reach the good position in the navy which he now holds, but we may mention that it was not until about the year 1839 that assistant engineers joined the gunroom mess.

SHIPPING REPORTS.

The British steamer "Kens" from Swatow 5th August, had light northerly wind and smooth sea, fine clear weather.

The British steamer "Ariake Maru" from Kitakyushu 31st July, had fine weather and light moderate breeze from S.E. throughout.

The British steamer "Yuzawu" from Manila 1st Aug., had moderate wind and fine weather throughout.

The British steamer "Nemao" from Cossat Port 1st Aug., had E.E. wind and fine weather to Amoy. "Panzu Amoy" light variable wind and fine weather to Swatow. From Swatow light S.E. wind and heavy swell to port. In Fuchow S.E. "Hsiang." In Swatow "S. Icos," "Kolong" Wenchow, and Wengang.

EXPORT CARGO.

The steamer "Kens" sailed on the 4th Aug. for Amoy, and will take 40 cases of oil, 20 cases of tea, 20 cases of betel-nut, 10 cases of sugar, 150 boxes of cans, 75 rolls matting and package matting. For London and/or Manchester—150 bags waste silk. For Hamburg—150 bales feathers.

BILLIARDS.

BURBOURNS & WATTS' REVISED PRICE LIST OF BILLIARDS, BILLARD-ROOMS, & CO. LTD.

OUTSIDERS can be had at the Office of the Hongkong Daily Press.

Hongkong, 4th May, 1897. [1080]

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALERS.

Mr. S. WOODWARD, FIRMERS, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

General Discount Allowed.

CARBONIUM AVENARIAUS USED FOR 16 YEARS.

Thoroughly reliable preservative for Wood and Stone against Water, Decay, Fungi and Rot, and Damages.

Sole Agents for China.

SCHIEFFEL & CO.

Hongkong, 24th January, 1897. [1080]

JAPAN FINE ART CURIOS.

KUON & KOMON.

HONGKONG, YOKOHAMA, KOREA.

PRIVATE BOARD AND RESIDENCE.

Mrs. GILLANDERS.

GLENALY BUILDINGS.

Hongkong, 9th January, 1897. [1081]

BICYCLES.

FOR GENTLEMEN, LADIES, and CHILDREN.

PRINETTI, STUCCHI & CO.

CYCLE WORKS, MILAN.

5 GOLD MEDALS.

PATENT DOUBLE PNEUMATIC TYRES.

GUARANTEED FOR ONE YEAR.

WELLING, STEEL, WOOD, TIN.

PRICE from \$125 to \$150.

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**VESSELS ON THE BERTH**

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, DIRECT.

THE Company's Steamship.

"GUNGJIANG" will be despatched as above to

DAY, the 7th inst., at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th August, 1897. [1795]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND SHANGHAI.

THE Company's Steamship.

"KANSU" will be despatched as above on

WEDNESDAY, the 14th inst.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th August, 1897. [1794]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"TANTALUS" will be despatched as above on

WEDNESDAY, the 14th inst.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th August, 1897. [1793]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"DIOMED" will be despatched as above on

WEDNESDAY, the 14th inst.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th August, 1897. [1792]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND NEWCHWANG.

THE Company's Steamship.

"PAOTING" will be despatched as above on

MONDAY, the 9th inst., at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th August, 1897. [1791]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOARABAYA.

THE Company's Steamship.

"HINSANG" will be despatched as above on

WEDNESDAY, the 11th inst., at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATTHESON & Co., Agents.

Hongkong, 6th August, 1897. [1790]

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA KOBE AND YOKOHAMA.

(Through) Passenger Tickets and Bills of Lading issued for the principal Cities in the

UNITED STATES, CANADA and EUROPE, in connection with the Great Northern Railway,

and Atlantic Steamers.)

THE Company's Steamship.

"KAGOSHIMA MARU" will be despatched as above on

TUESDAY, the 10th inst., at DAYLIGHT.

This steamer is fitted with superior accommodation for First-class and Second-class Passengers and lighted by Electricity throughout.

For Freight or Passage, apply to

SIEMSEN & Co., Agents.

Hongkong, 3rd August, 1897. [1789]

FOR SINGAPORE, HAVRE AND HAMBURG.

(Taking Charge at through rates to ANTWERP,

AMSTERDAM, ROTTERDAM, LISBON, Oporto,

LONDON, LIVERPOOL, and BREMEN.)

THE Steamship.

"KRIEMLICH" will be despatched for the above ports on TUESDAY, the 10th inst., at 4 P.M.

For Freight or Passage, apply to

SIEMSEN & Co., Agents.

Hongkong, 3rd August, 1897. [1787]

FOR THE NIENTSIN DIRECT.

THE Company's Steamship.

"LORSANG" will be despatched as above on

SATURDAY, the 14th inst., at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATTHESON & Co., Agents.

Hongkong, 5th August, 1897. [1801]

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID.

NAPLES, GENOA, ANTWERP, BREMEN, and HAMBURG.

PORTS IN THE LEVANTINE, BLACK SEA AND BAUTIC PORTS.

ALSO—

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALTEN, and SOUTH AMERICAN PORTS.

THE COMPANY'S SERVICES WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN OR THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

BAVARIA ..... Tuesday ..... 17th Aug.

PEINS HEMPEL ..... Tuesday ..... 14th Sep.

PREUSSEN ..... Tuesday ..... 12th Oct.

SAKSEN ..... Tuesday ..... 9th Nov.

BAVARIA ..... Tuesday ..... 7th Dec.

PEINS HEMPEL ..... Tuesday ..... 4th Jan.

ON THE 17th day of August, 1897, at 9 A.M., the Company's Steamship "BAVARIA" Captain E. F. Preiss, with M.C.M. PASSENGERS, SPECIE, and CARGO, will leave this Port, above, CALLING at NAPLES and GENOA.

Order will be granted till Noon on Saturday, the 14th August, Cargo and Sheets will be received on Board until 6 A.M. on MONDAY, the 16th August, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 16th August. Contests of Pictures are required. No parcel Receipts will be given for less than \$25.00 and Parcels should not exceed Two Feet of Cubic Measurement. Parcels will be specially accommodated and sent to Doctor and Surgeons.

Line can be washed on Board.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 23d July, 1897. [1787]

"GLEN" LINE OF STEAM-PACKET.

FOR LONDON VIA SUEZ CANAL.

THE Steamship.

"GLEN" LINE OF STEAMERS.

THE UNDERSTOOD: GENERAL AGENTS FOR CHINA AND JAPAN for the above line are prepared to issue "THROUGH BILLS OF LADING" for all the principal ports in SOUTHERN ASIA in connection with INDIA-CHINA STEAM NAVIGATION CO., forthcoming from CALIFORNIA, and "CARGO" SAILINGS from CALIFORNIA, and "LUGGAGE" SAILINGS for CHINA and JAPAN, and "CARGO" for CHINA and JAPAN.

For Freight and further particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 23d July, 1897. [1785]

"GLEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship.

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Hongkong, 23d July, 1897. [1785]

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